

BookletChart™



Andreanof Islands – Atka Pass to Adak Strait

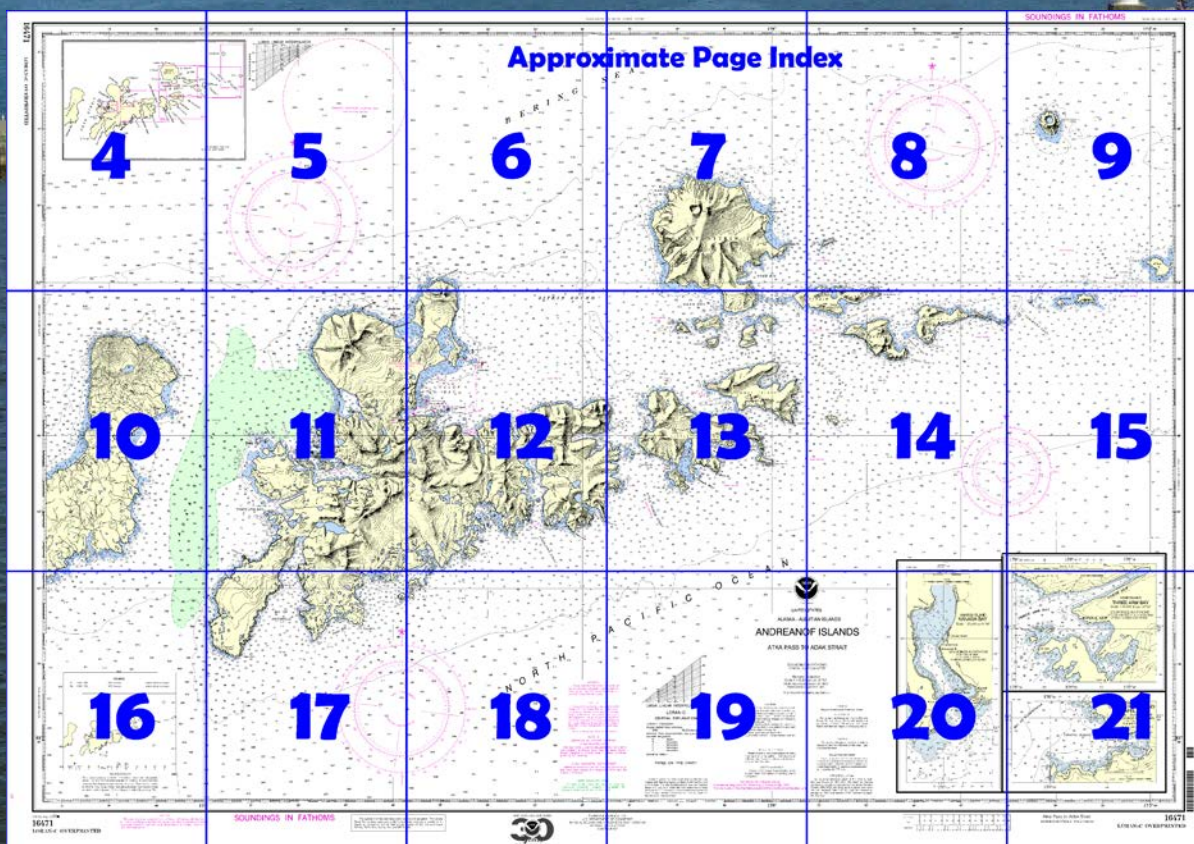
NOAA Chart 16471

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

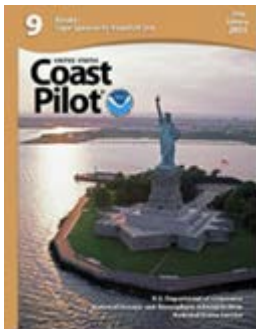
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=16471>.



(Selected Excerpts from Coast Pilot)

Great Sitkin Island, about 24 miles W of Atka Island, is about 10 miles long and 8 miles wide. It is volcanic and extremely mountainous, the highest summit, an active volcano, is 5,710 feet. Much of the shore is steep and rocky, but with considerable stretches of sandy beach. It has some off-lying rocks both exposed and covered. Two large indentations are Sand Bay, on the SW side, and Yoke Bay, on the SE side.

Teapot Rock is a large teapot-shaped rock

about 150 yards off the NE extremity of Great Sitkin Island.

Adak Island, the most important of the Andreanof Group, is about 30 miles long and 20 miles wide at its widest part. The island is rugged and

mountainous and has numerous small bays and indentations. **Mount Moffett**, 3,900 feet high, near the NW end, is the highest point of the island; it is snow covered the greater part of the year. The island is grass covered on the lower levels; the higher levels have a heavy growth of moss. Small lakes are numerous and there are many small streams.

Cape Adagdak, the northernmost point of Adak Island, is a bold headland 2,072 feet high. From Cape Adagdak, the coast trends SW and then curves W to form 3-mile-wide Andrew Bay. A 20-foot-high rocky dike separates the head of the bay from freshwater Andrew Lake.

Acorn Rock is 0.2 mile off the N coast of Adak Island, 5.5 miles SW of Cape Adagdak. A shoal covered 1 fathom is 0.4 mile offshore 0.6 mile W of the rock.

Cape Moffett, 8 miles SW of Cape Adagdak, is a cliff 600 feet high behind which the land rises gradually to Mount Moffett. The cape is the NW headland of Adak Island and is prominent for entering Adak Strait.

Cape Kiguga, 2 miles S of Cape Moffett, is the westernmost projection of Adak Island at the N entrance to Adak Strait; it is a very steep eroded slope rising abruptly from the water. The 30-fathom curve extends about 1 mile off Cape Moffett and Cape Kiguga; there are no off-lying dangers.

Adak Strait, between Adak Island and Kanaga Island, is 16 miles long and from 6 to 8 miles wide; depths are from 30 to over 100 fathoms. The only dangers are the rocks and reefs off **Eddy Island** and **Argonne Point** on the E side and **Shoal Point** and **Naga Point** on the W side. Vessels should clear both shores of the strait by not less than 1 mile. Since the current velocity may reach 4 knots, passage in heavy fog without radar is not recommended. (See the Tidal Current Tables for predictions for Adak Strait.)

The coast of Adak Island along the E side of Adak Strait is bordered by steep bluffs and rocky cliffs; islands, rocks, and reefs are close to shore. Eddy Island, at the N entrance, is prominent. **Whirlpool Rock**, 1 mile E of Eddy Island, is small, flat on top, and awash at extreme high tides; kelp grows close to it. Currents are strong and erratic in this area. **Wedge Point**, a rocky bluff 7.5 miles S of Eddy Island, is prominent. A good anchorage for small vessels in S weather is 0.8 mile E of Wedge Point, 0.3 mile offshore in 17 fathoms, sand bottom. The point 9.5 miles S of Eddy Island resembles the head of a huge gorilla.

The coast of Kanaga Island along the W side of Adak Strait is fringed by kelp beds, islets, and rocks. There are several anchorages that provide protection from W weather. One is in the cove between **Round Head** and Shoal Point; another is midway between Shoal Point and Naga Point in 17 fathoms, gray sand bottom. A reef covered 6 fathoms is 1 mile NE of Naga Point and 0.8 mile offshore; another reef covered 13 fathoms is 0.7 mile E of the point. When the current is ebbing heavy tide rips occur on these reefs in S weather.

Cape Chlanak, on the W side of the S entrance to Adak Strait, is low and rocky. Shallow water marked by kelp is close to the shoreline. Currents are strong and medium tide rips occur off the point.

Shagak Bay, 3 miles SE of Cape Kiguga, has depths of 20 fathoms or more, but only 4 feet can be carried through the 400-yard-wide entrance between grass-covered sandspits. A band of very heavy kelp extends across the entrance; the bar is relatively smooth rock. The bay is well protected from swells; the bottom is mud and probably fair holding ground. Violent williwaws and gales are encountered in E and SE weather. A good weather anchorage is indicated 1 mile NW of the entrance and 0.7 mile offshore in 17 fathoms, flat sand bottom.

**U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies**

RCC Juneau

Commander

17th CG District

Juneau, Alaska

(907) 463-2000

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

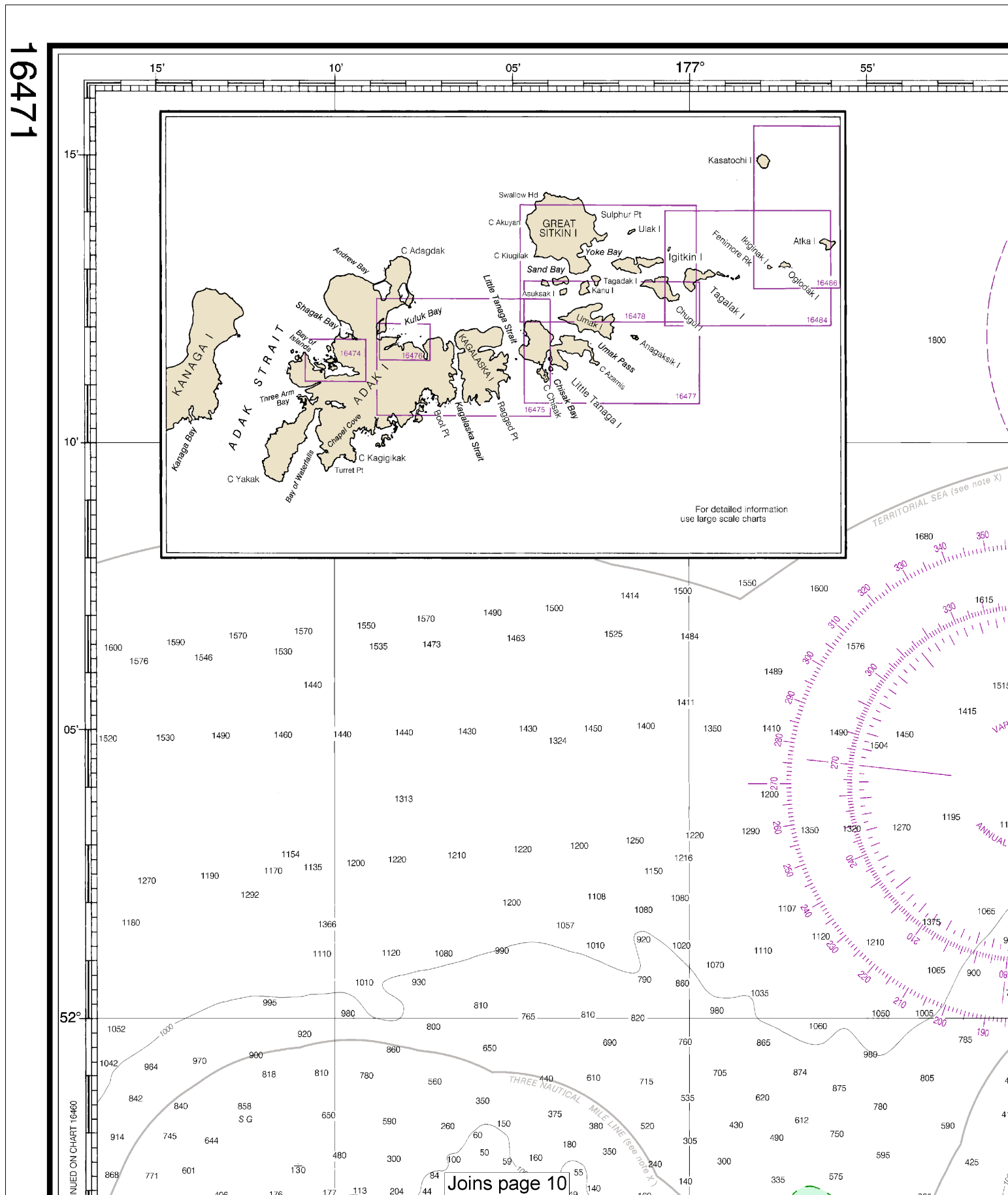
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>



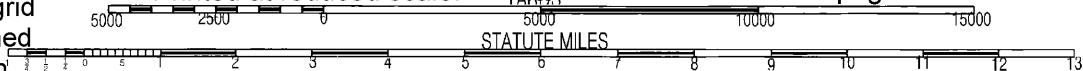
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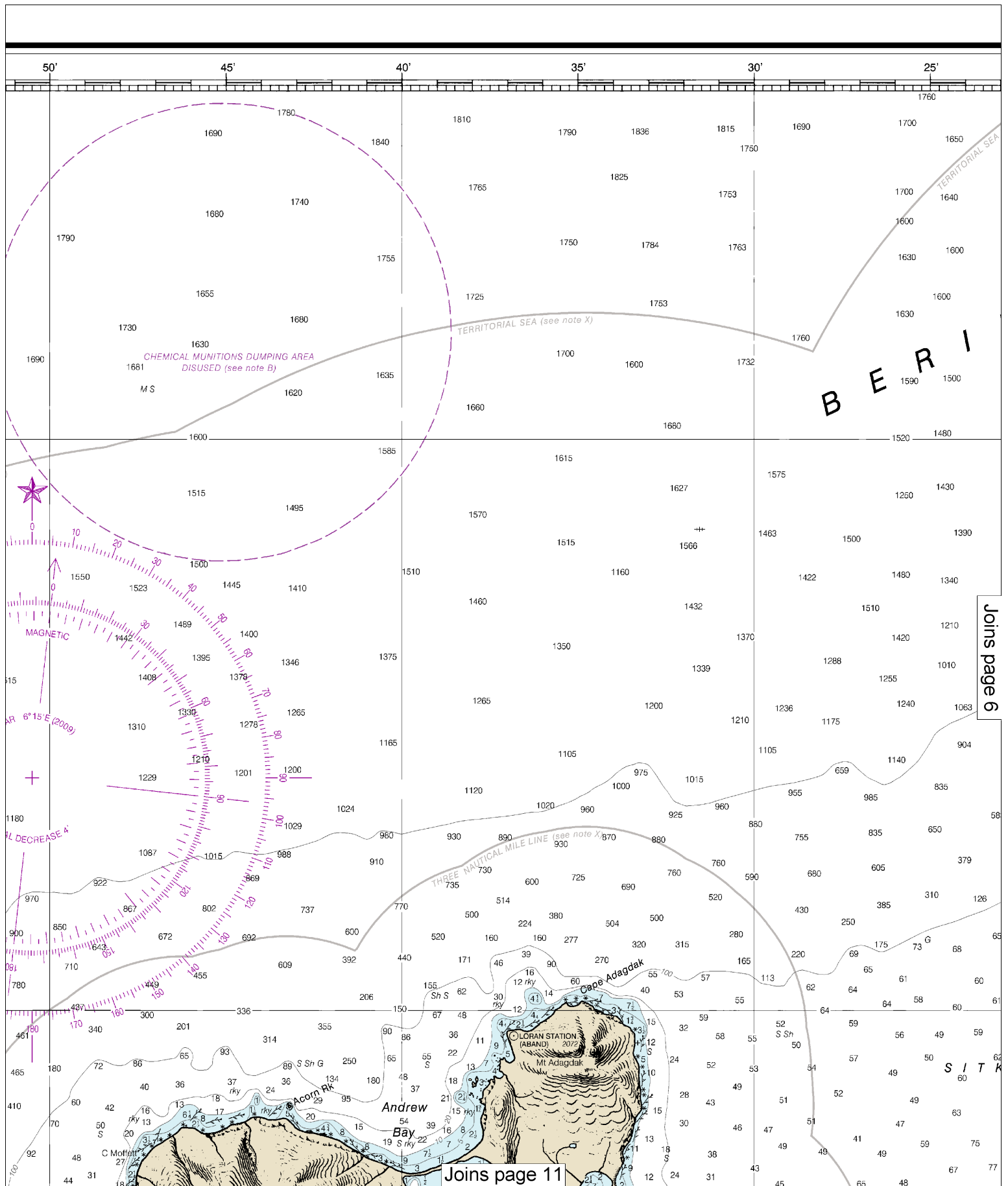
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YARDS

See Note on page 5.

STATUTE MILES





Joins page 6

Joins page 11

This BookletChart was reduced to 75% of the original chart scale.
The new scale is 1:160000. Barscales have also been reduced and
are accurate when used to measure distances in this BookletChart.

Note: Chart grid lines are aligned with true north.

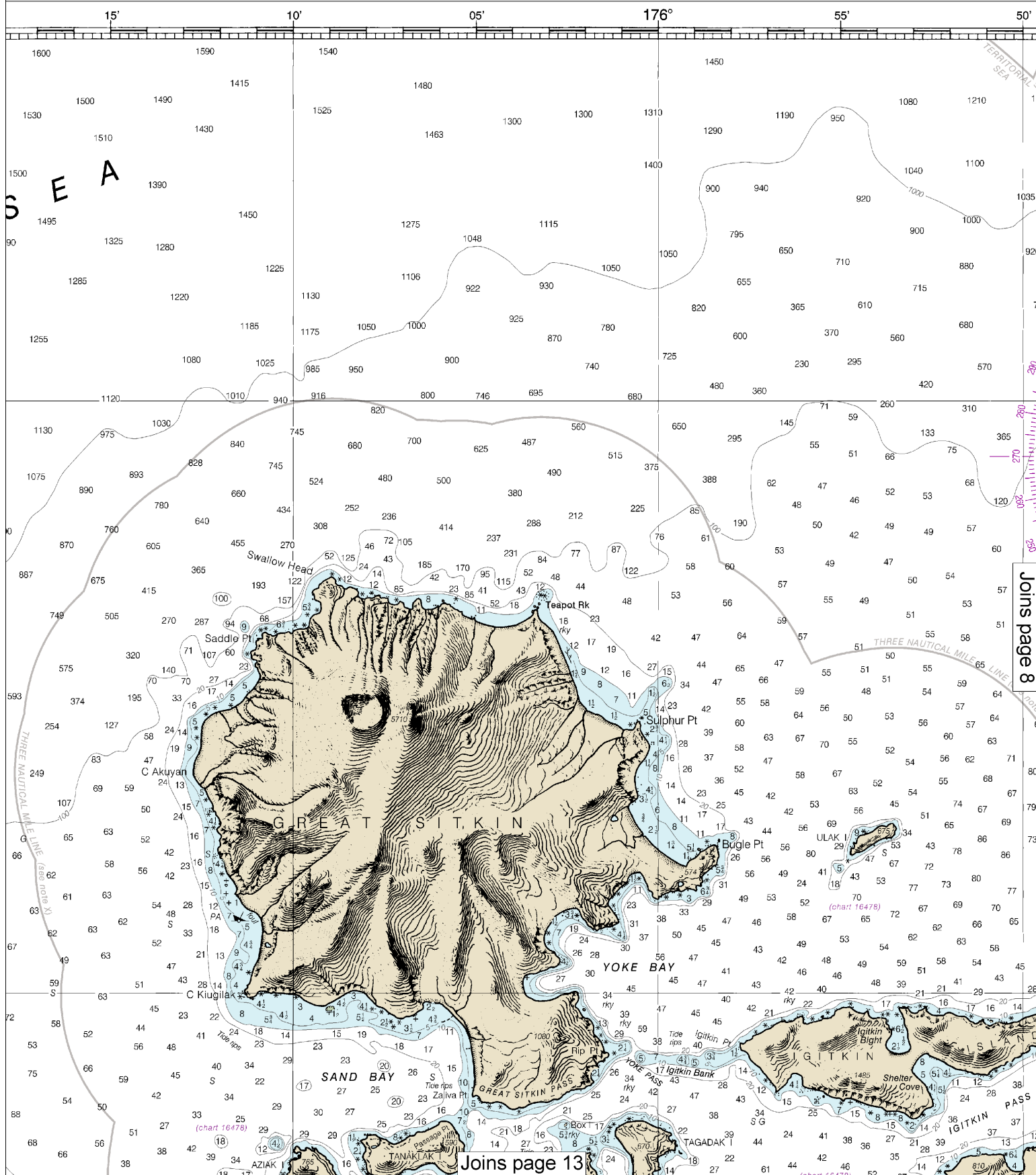
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YARDS

See Note on page 5.

STATUTE MILES

STATUTE MILES

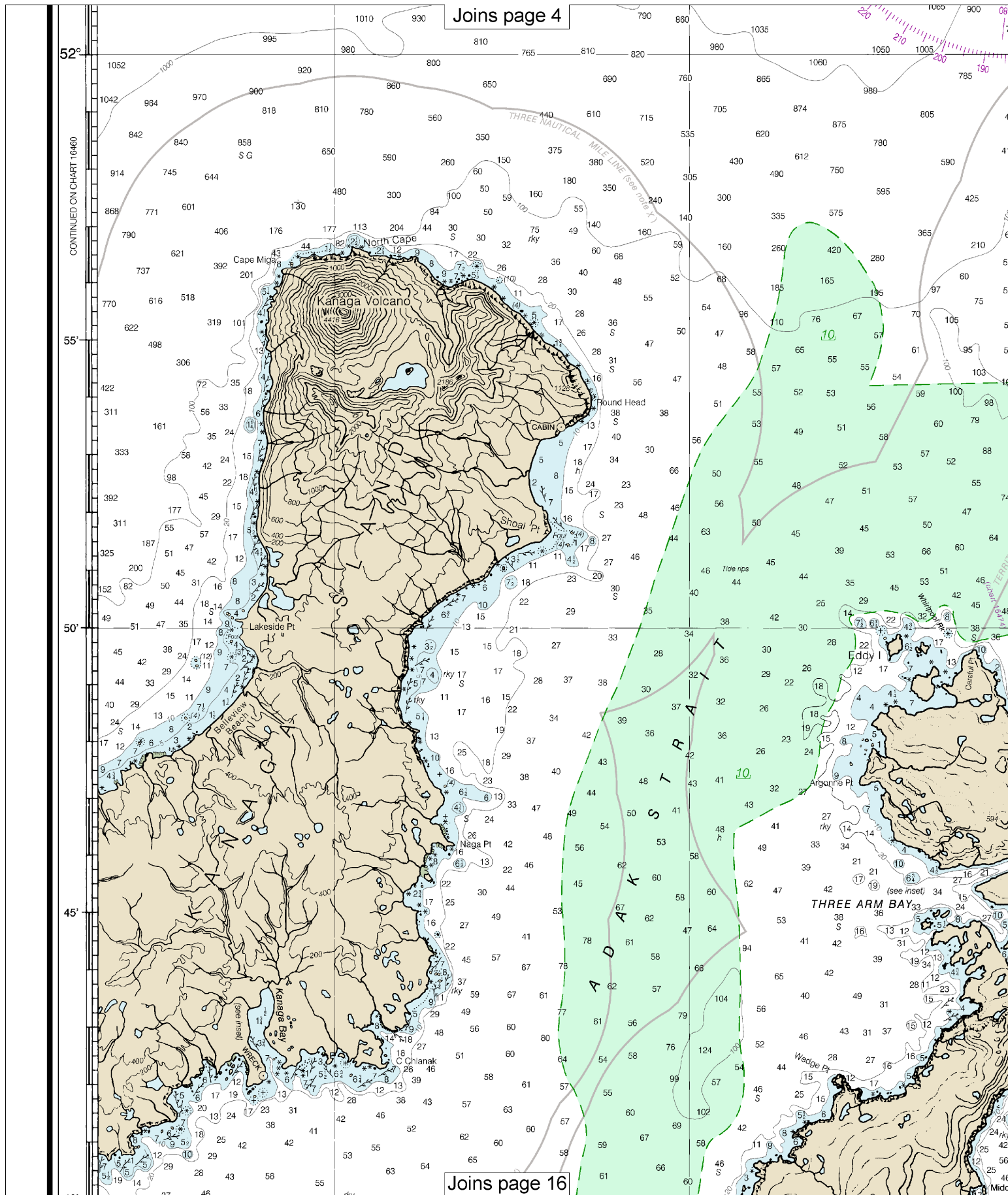


12th Ed., Oct. 2009. Last Correction: 12/10/2015. Cleared through:
 LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

SOUNDINGS IN FATHOMS

This nautical chart displays the Kuroshio Current region, with soundings in fathoms. The chart includes a grid of latitude and longitude, with longitude ranging from 175° 20' to 180° and latitude from 52° to 55°. Key geographical features include Kasatochi I (1038), Atka I, and the Kuroshio Current. The chart also shows depth contours, soundings, and various navigational aids. A note indicates 'VAR 6°45' E (2009)' and 'ANNUAL DECREASE 4\"/>

Joins page 4



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Note: Chart grid lines are aligned with true north.

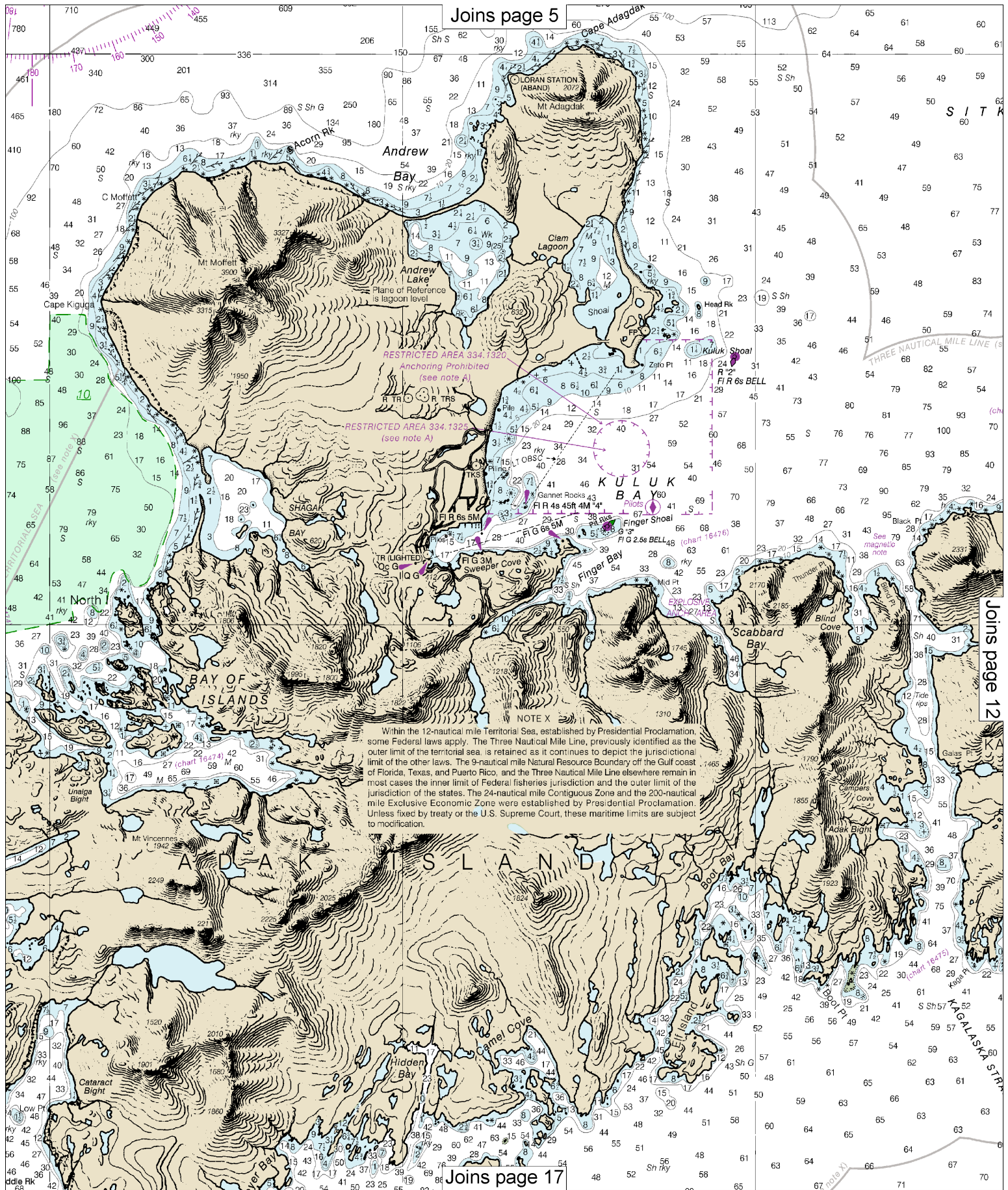
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YARDS

See Note on page 5.

STATUTE MILES

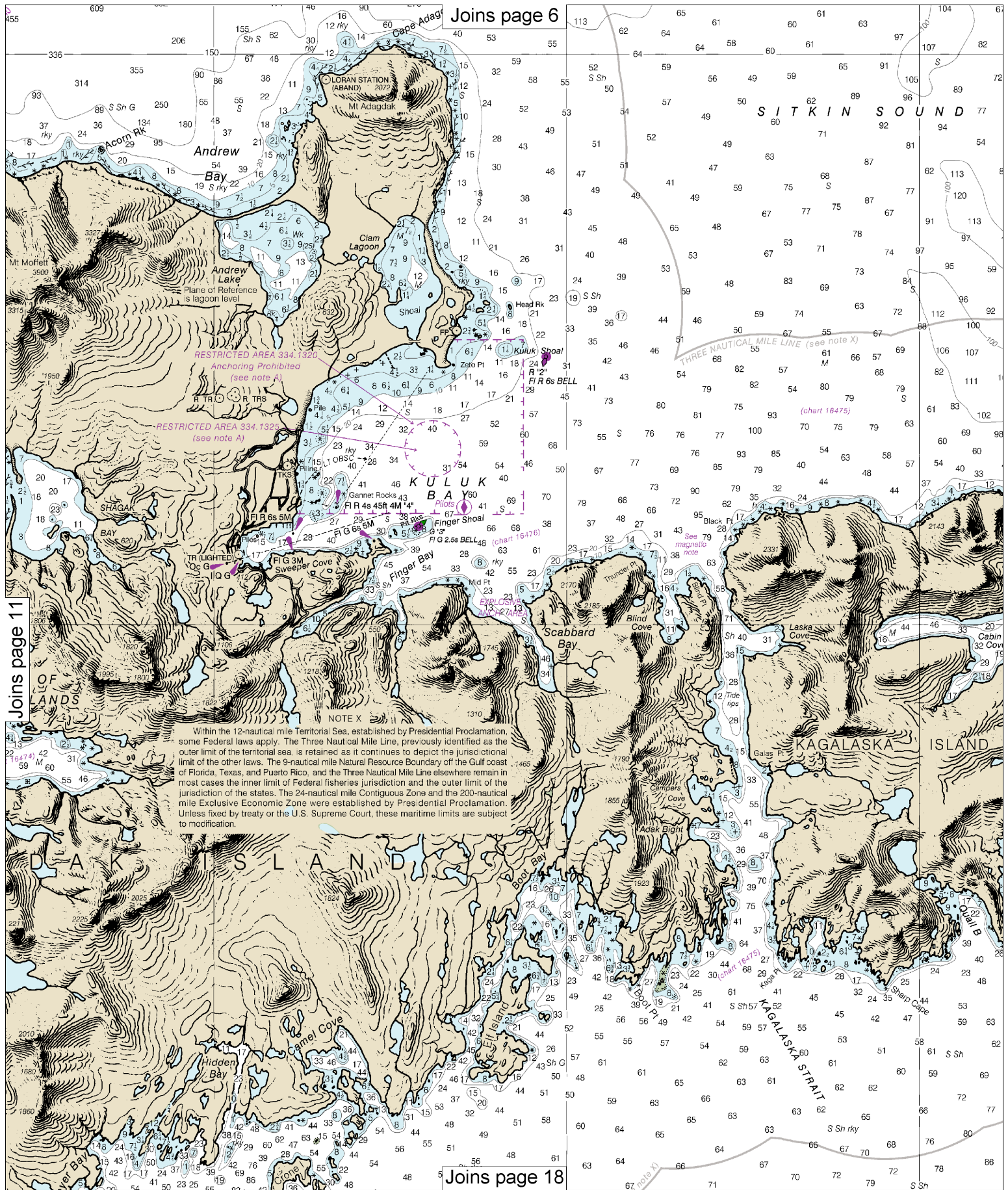




Joins page 5

Joins page 12

Joins page 17



12

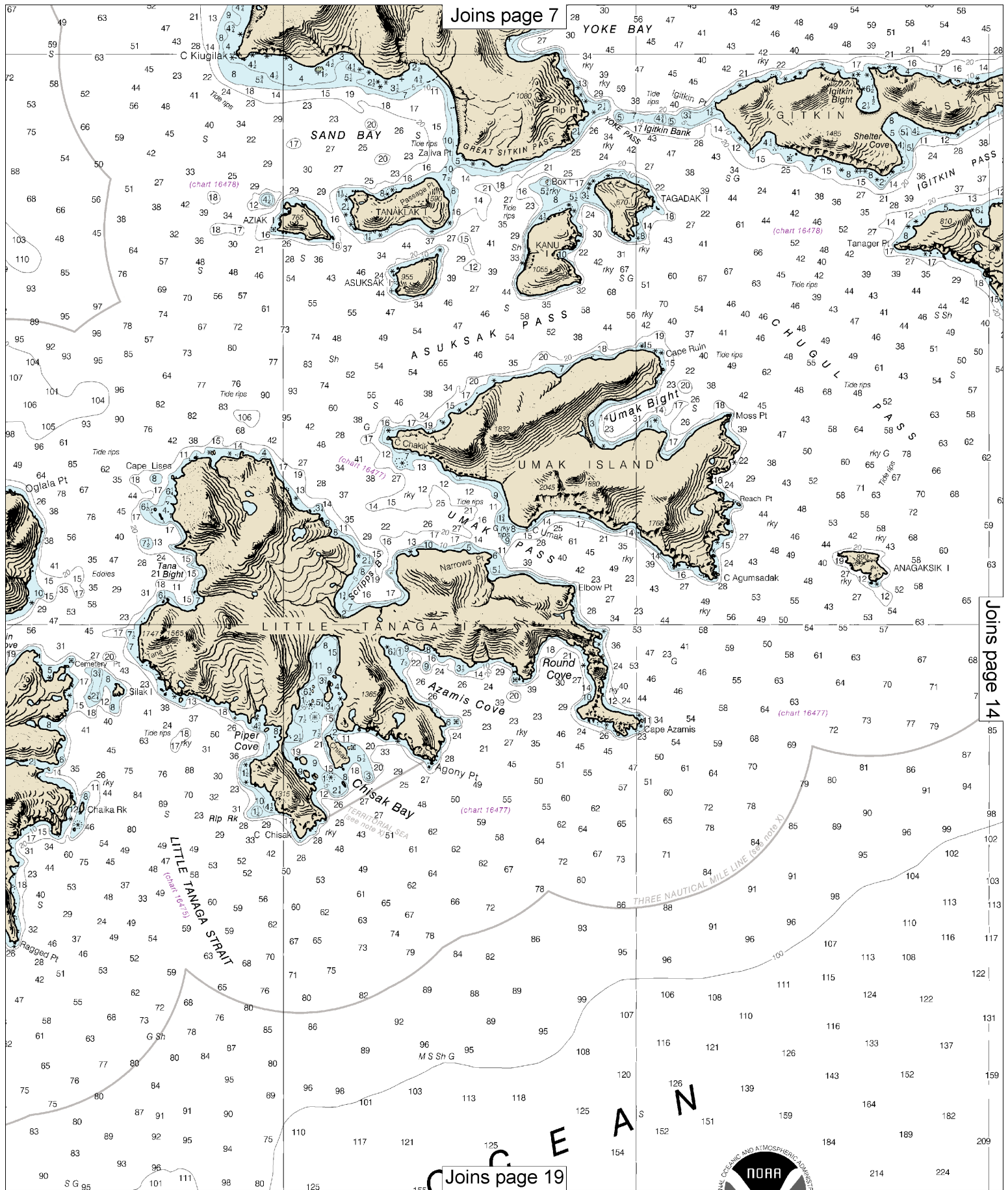
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YARDS

See Note on page 5.

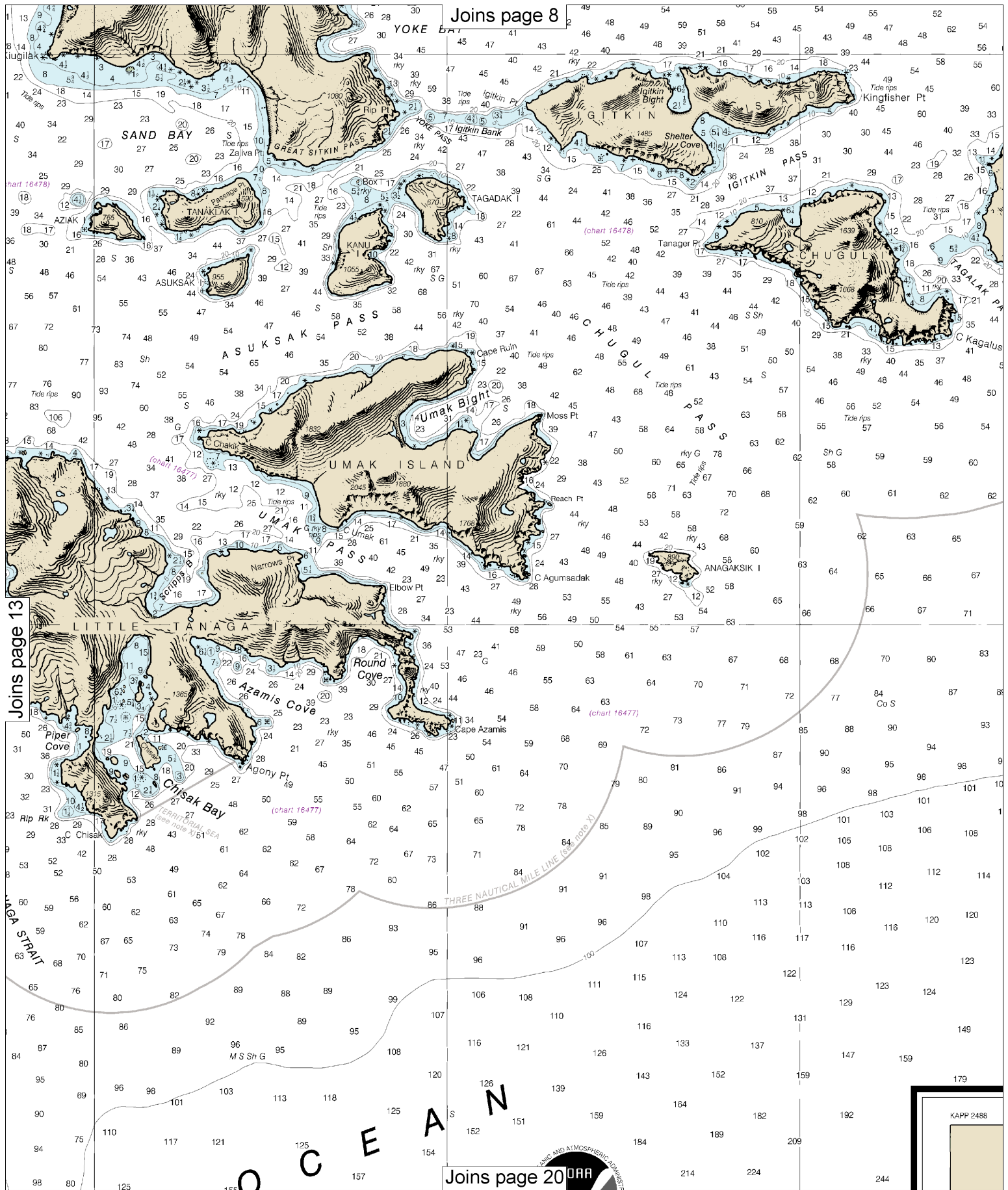
STATUTE MILES



Joins page 7

Joins page 14

Joins page 19



Note: Chart grid lines are aligned with true north.

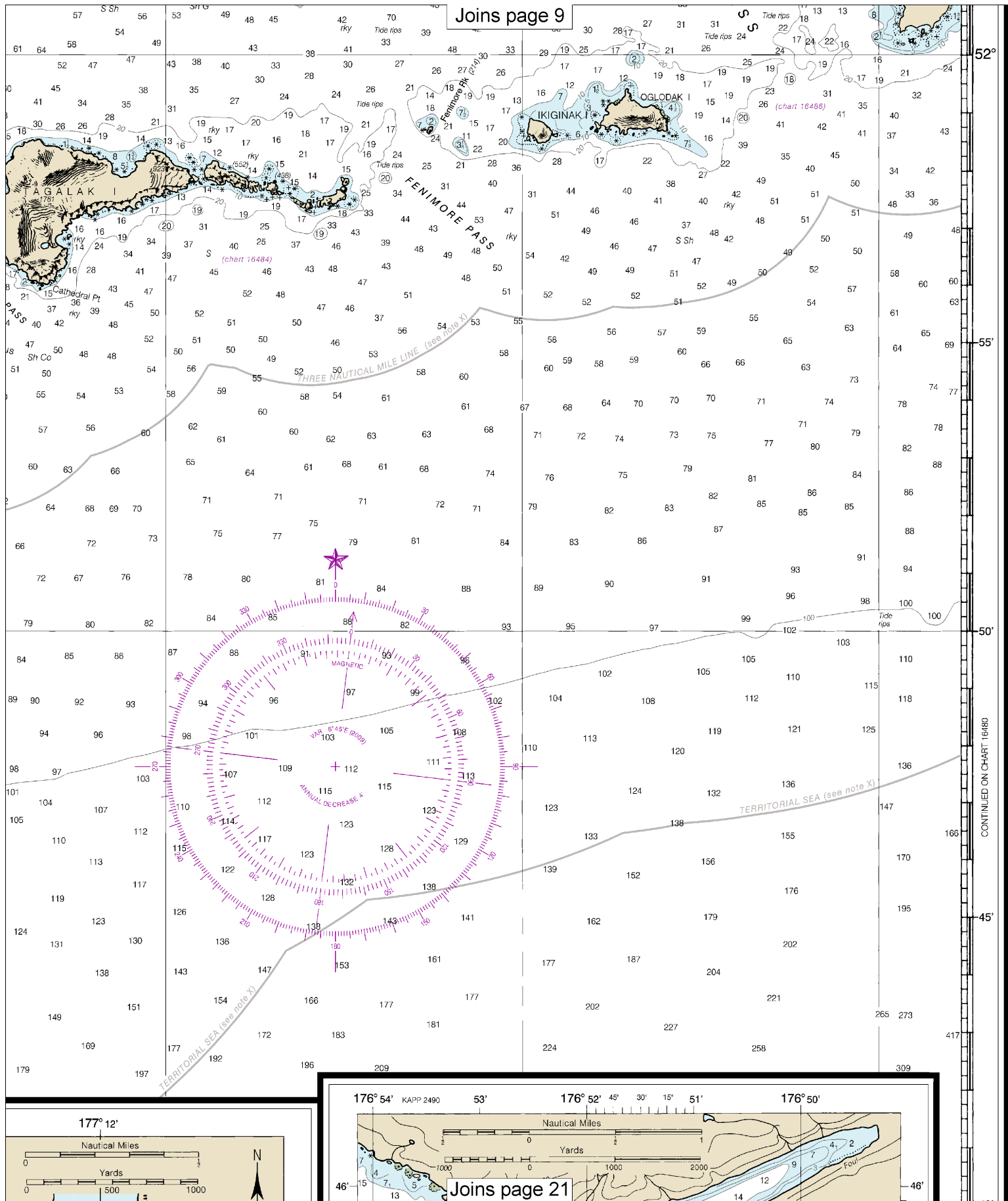
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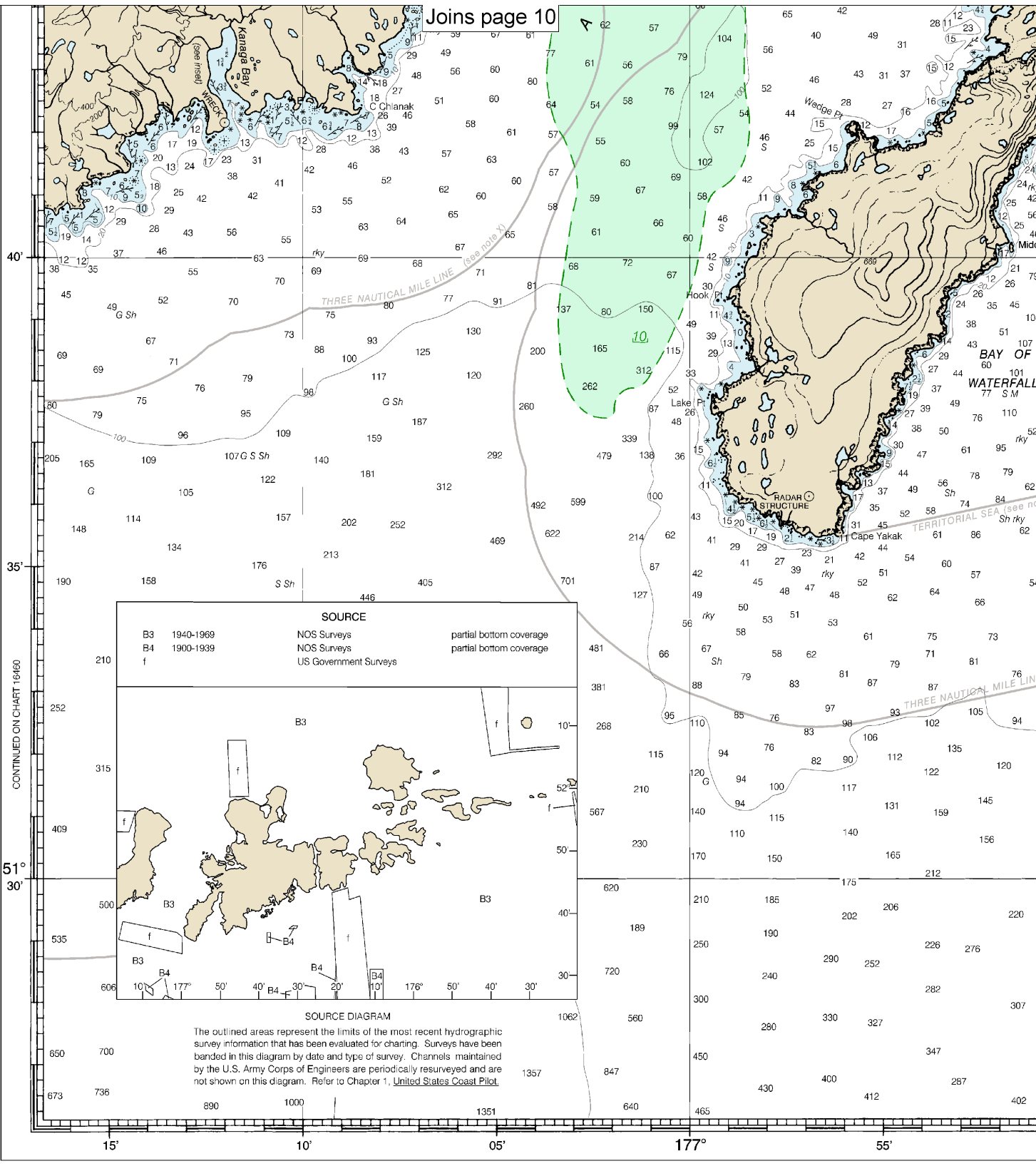
See Note on page 5.

STATUTE MILES





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16471

12th Ed., Oct. 2009. Last Correction: 12/10/2015. Cleared through:
LNM: 4816 (11/29/2016), NM: 4916 (12/3/2016), CHS: 1116 (11/25/2016)

SOUNDINGS II

16

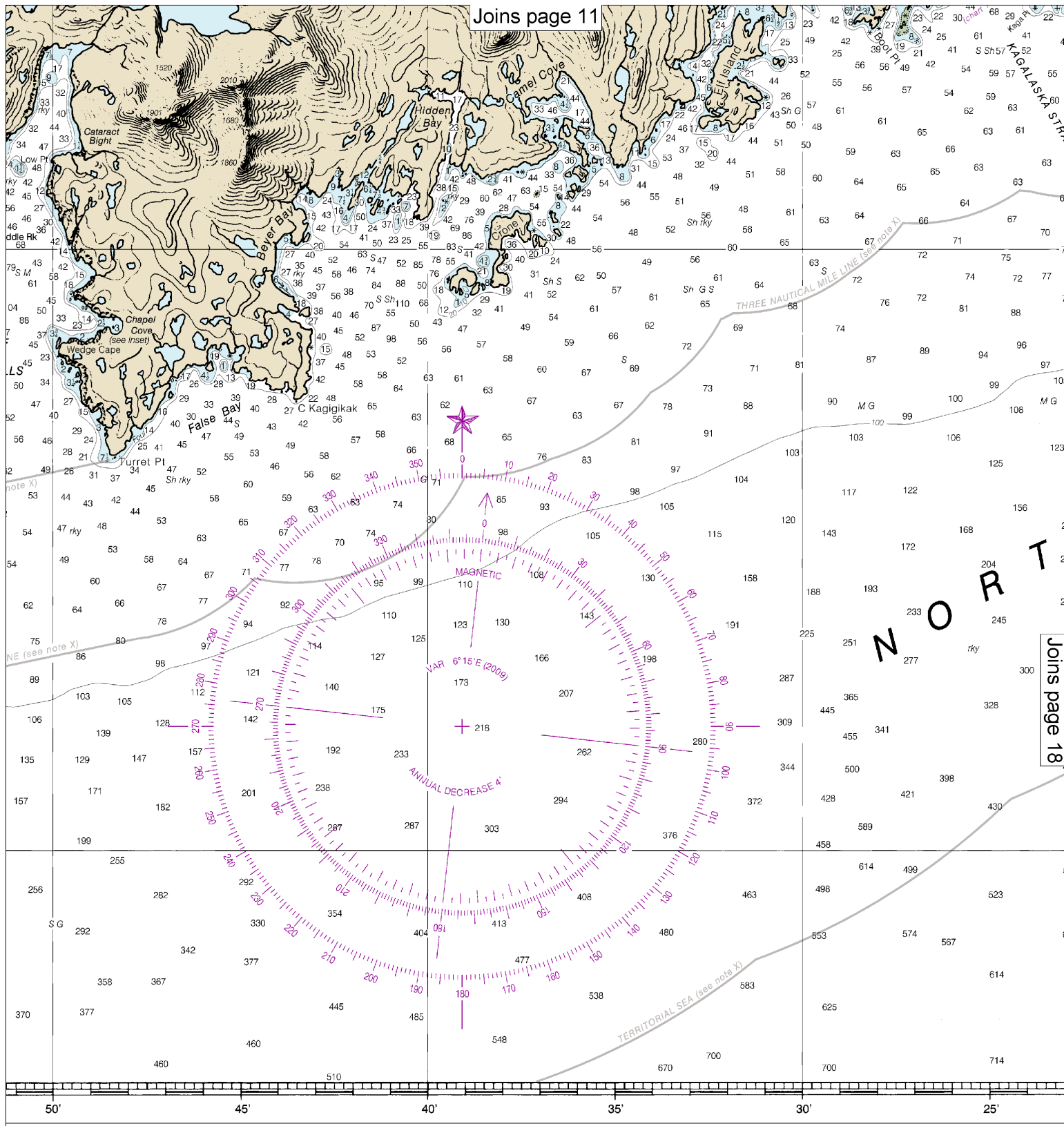
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YARDS

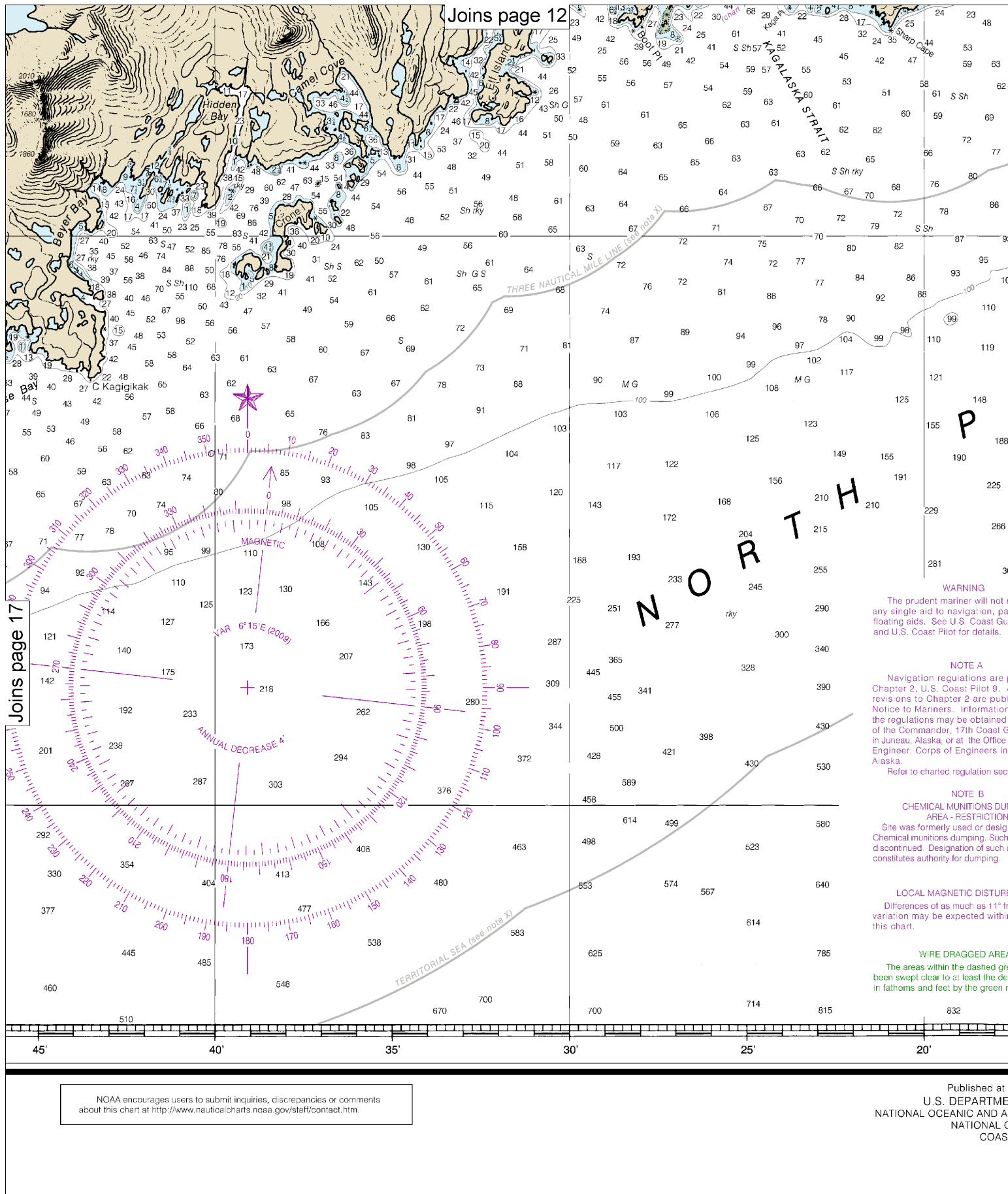
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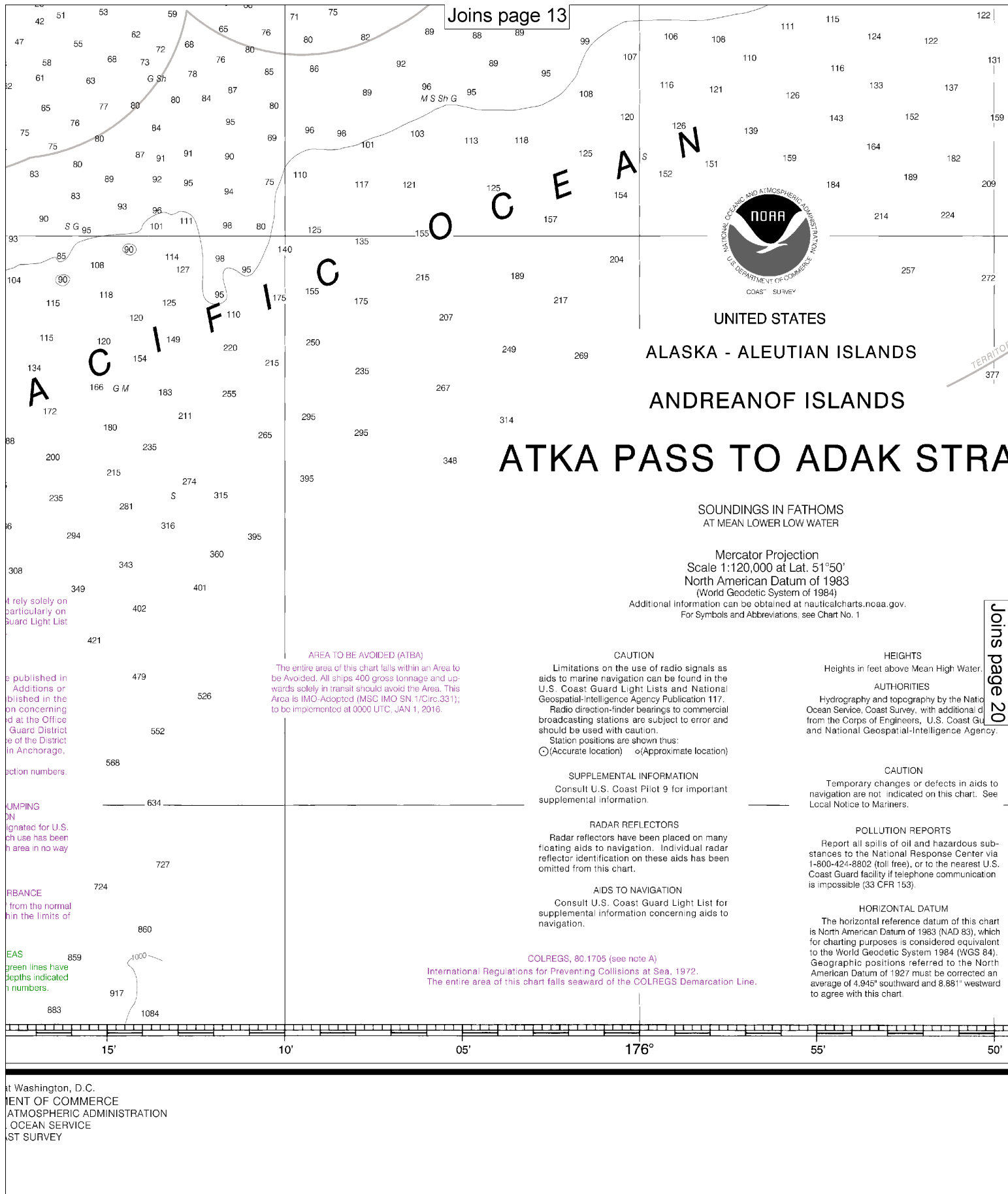
STATUTE MILES



N FATHOMS

NOAA encourages users to submit inquiries, discrepancies or comments about this chart at <http://www.nauticalcharts.noaa.gov/staff/contact.htm>.





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UNITED STATES

ALASKA - ALEUTIAN ISLANDS

ANDREANOF ISLANDS

ATKA PASS TO ADAK STRA

SOUNDINGS IN FATHOMS
AT MEAN LOWER LOW WATER

Mercator Projection
Scale 1:120,000 at Lat. 51°50'
North American Datum of 1983
(World Geodetic System of 1984)

Additional information can be obtained at nauticalcharts.noaa.gov.
For Symbols and Abbreviations, see Chart No. 1

AREA TO BE AVOIDED (ATBA)

The entire area of this chart falls within an Area to be Avoided. All ships 400 gross tonnage and upwards solely in transit should avoid the Area. This Area is IMO-Adopted (MSC IMO SN.1/Circ.331); to be implemented at 0000 UTC, JAN 1, 2016.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

SUPPLEMENTAL INFORMATION

Consult U.S. Coast Pilot 9 for important supplemental information.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

COLREGS, 80.1705 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.
The entire area of this chart falls seaward of the COLREGS Demarcation Line.

HEIGHTS

Heights in feet above Mean High Water.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, U.S. Coast Guard and National Geospatial-Intelligence Agency.

CAUTION

Temporary changes or defects in aids to navigation are not indicated on this chart. See Local Notice to Mariners.

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 4.945" southward and 8.881" westward to agree with this chart.

rely solely on particularly on Guard Light List

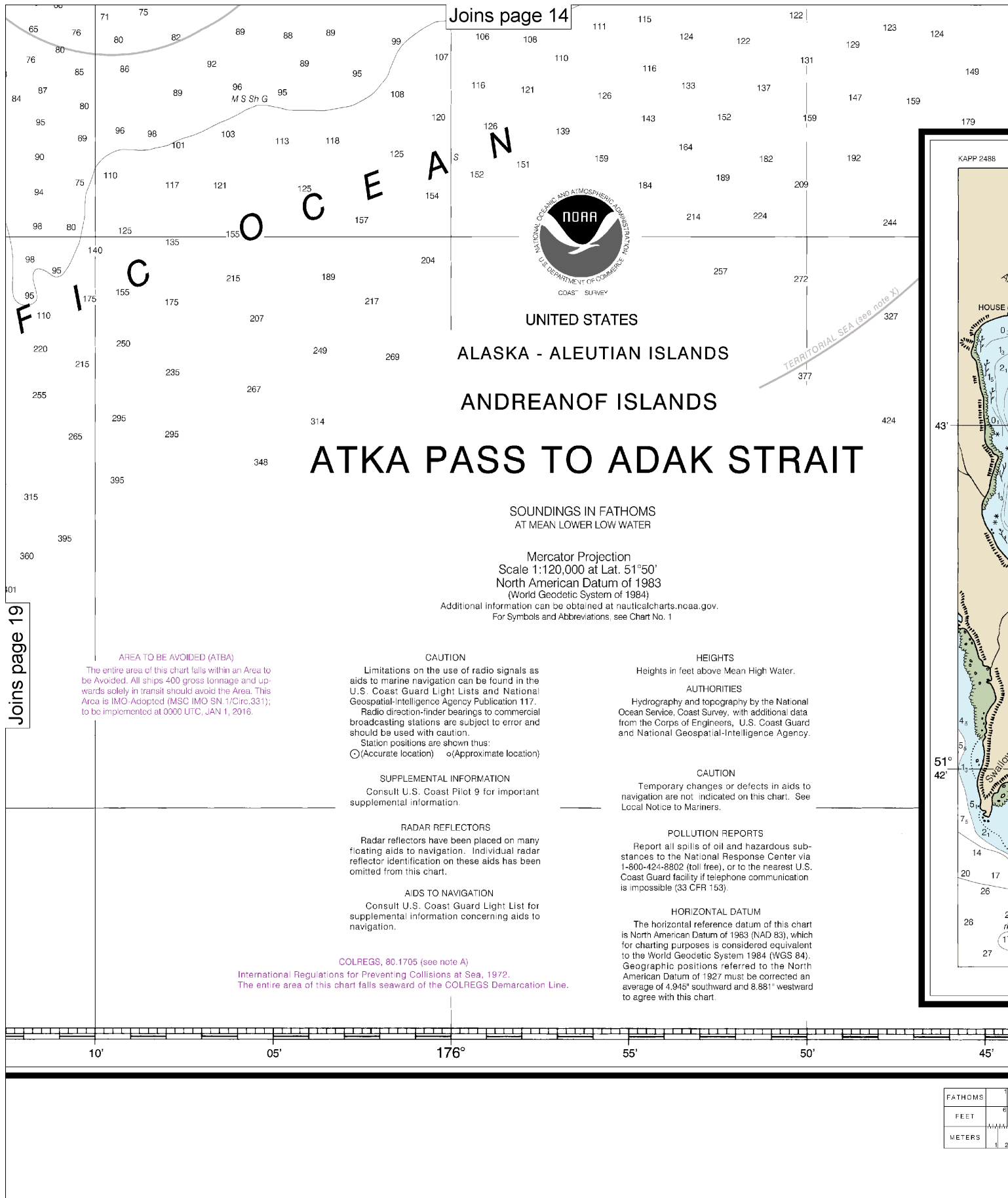
published in Additions or blished in the on concerning d at the Office Guard District e of the District in Anchorage, action numbers.

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RBANCE from the normal in the limits of

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Joins page 20



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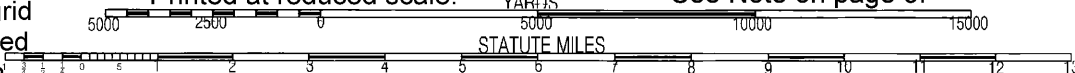
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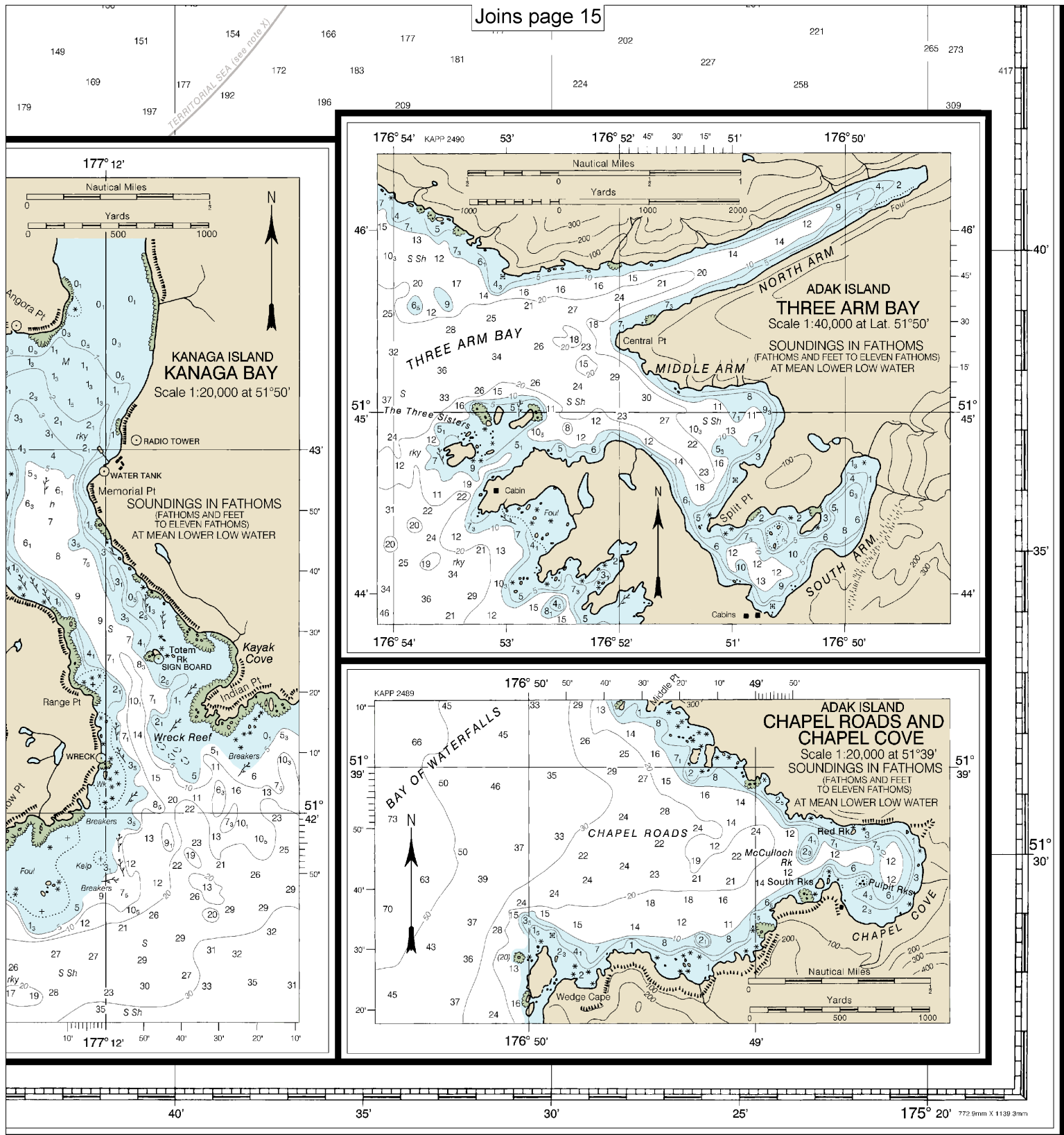
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YARDS

See Note on page 5.

STATUTE MILES





Atka Pass to Adak Strait
SOUNDINGS IN FATHOMS - SCALE 1:120,000

16471



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

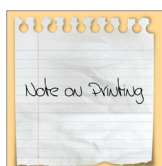
HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



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